

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace, without prejudice, all prior versions, and listings, of claims in the application.

Listing of Claims:

- b1
Sub C1
1. (Currently Amended) A method for controlling wheel brakes in an electrical braking system of a motor vehicle, comprising the steps of:
generating control driving signals for valve arrangements for a control of a braking pressure in a first group of the wheel brakes from a first power circuit and for a control of a braking pressure in a second group of the wheel brakes from a second power circuit that is independent of the first group of the wheel brakes, and
detecting a fault in an area of at least one of the valve arrangements, a pressure supply, and an electrical system of the electrical braking system, wherein:

when the fault affects those of the wheel brakes supplied by the first power circuit, the control driving signals for one of the valve arrangements are generated, a power for an activation of the one of the valve arrangements originating from the second power circuit, and a warning is generated to inform a driver of fault detection; and
in the fault condition of one of the wheel brakes, a speed of the motor vehicle is limited.

2. (Previously Presented) A method for controlling wheel brakes in an electrical braking system of a motor vehicle, comprising the steps of:

generating control driving signals for valve arrangements for a control of a braking pressure in one of the wheel brakes from a first power circuit, a braking pressure being provided by at least one of an accumulator and a pump; and

detecting a fault in an area of at least one of the valve arrangements, a

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pressure supply, and an electrical system of the electrical braking system, wherein:

when the fault occurs in one of an accumulator circuit, a pump circuit, and the first power circuit, a valve is activated at a brake actuator of a front one of the wheel brakes, the valve isolating the pump circuit from the accumulator circuit.

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3. (Previously Presented) The method according to claim 1, wherein:

when the fault condition occurs, the control driving signals are generated to actuate at least one of additional valve arrangements and existing valve arrangements via a redundant electrical control on the basis of the power of the second power circuit.

4. (Currently Amended) A method for controlling wheel brakes in an electrical braking system of a motor vehicle, comprising the steps of:

generating control driving signals for valve arrangements for a control of a braking pressure in a first group of the wheel brakes from a first power circuit and for a control of a braking pressure in a second group of the wheel brakes from a second power circuit that is independent of the first group of the wheel brakes; and

detecting a fault in an area of at least one of the valve arrangements, a pressure supply, and an electrical system of the electrical braking system, wherein:

when the fault affects those of the wheel brakes supplied by the first power circuit, the control driving signals for one of the valve arrangements are generated, a power for an activation of the one of the valve arrangements originating from the second power circuit; and

in ~~a~~ the fault condition of one of the wheel brakes, a speed of the motor vehicle is limited.

5. (Currently Amended) A method for controlling wheel brakes in an

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electrical braking system of a motor vehicle, comprising the steps of:
generating control driving signals for valve arrangements for a control
of a braking pressure in one of the wheel brakes from a first power circuit, a
braking pressure being provided by at least one of an accumulator and a
pump; and
detecting a fault in an area of at least one of the valve arrangements, a
pressure supply, and an electrical system of the electrical braking system,
wherein:

when the fault occurs in one of an accumulator circuit, a pump
circuit, and the first power circuit, a valve is activated at a brake
actuator of a front one of the wheel brakes, the valve isolating the
pump circuit from the accumulator circuit; and
in ~~a~~ the fault condition of one of the wheel brakes, a speed of
the motor vehicle is limited.

6. (Previously Presented) The method according to claim 1, wherein:
in a fault condition in an area of a front axle brake actuator, a
braking pressure control occurs in front ones of the wheel brakes
according to control driving signals generated from a control module
assigned to one of rear ones of the wheel brakes.
7. (Previously Presented) The method according to claim 2, wherein:
in a fault condition in an area of a front axle brake actuator, a
braking pressure control occurs in front ones of the wheel brakes
according to control driving signals generated from a control module
assigned to one of rear ones of the wheel brakes.
8. (Previously Presented) The method according to claim 1, wherein:
when the fault condition occurs, control driving signals of a
control module of those of the wheel brakes corresponding to rear axle
brakes are generated to activate additional valve arrangements via

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which a braking pressure in those of the wheel brakes corresponding to front wheel brakes is set.

9. (Currently Amended) A computer program for causing a computing unit of a control unit to perform the steps of:

generating control driving signals for valve arrangements for a control of a braking pressure in a first group of wheel brakes from a first power circuit and for a control of a braking pressure in a second group of the wheel brakes from a second power circuit that is independent of the first group of the wheel brakes; and

detecting a fault in an area of at least one of the valve arrangements, a pressure supply, and an electrical system of an electrical braking system, wherein:

when the fault affects those of the wheel brakes supplied by the first power circuit, the control driving signals for one of the valve arrangements are generated, a power for an activation of the one of the valve arrangements originating from the second power circuit, and a warning is generated to inform a driver of fault detection; and

in the fault condition of one of the wheel brakes, a speed of the motor vehicle is limited.

10. (New) A method for controlling wheel brakes in an electrical braking system of a motor vehicle, comprising the steps of:

generating control driving signals for valve arrangements for a control of a braking pressure in a first group of the wheel brakes from a first electrical power circuit and for a control of a braking pressure in a second group of the wheel brakes from a second electrical power circuit that is independent of the first group of the wheel brakes; and

detecting a fault in an area of at least one of the valve arrangements, a pressure supply, and an electrical system of the electrical braking system, wherein:

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when the fault affects those of the wheel brakes supplied by the first electrical power circuit, the control driving signals for one of the valve arrangements are generated, a power for an activation of the one of the valve arrangements originating from the second electrical power circuit, and a warning is generated to inform a driver of fault detection.